Transport Canada Transports Canada

TP 6980E

Issue 4/2003

feedback

Canadian Aviation Service Difficulty Reports

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hangar noise

A Message for Aircraft Maintenance Personnel

WWW Aviation Regulatory Information

Foreign airworthiness authorities issue non-mandatory airworthiness information similar to Transport Canada's Alerts and Advisories. Transport Canada will, on occasion, reproduce these notices in the form of a Service Difficulty Alert or Advisory, generated by the Civil Aviation Authority of the country responsible for type design, of particular interest to large segments of the aviation community in Canada.

Transport Canada encourages the aviation community members to review periodically these notices for applicability to products they operate.

Special Airworthiness Information Bulletins (SAIB)
The Federal Aviation Administration (FAA) of the USA publishes the SAIB. An SAIB is an information tool that alerts, educates and makes recommendations to the general aviation community. It is non-regulatory information and guidance that does not meet the criteria of an airworthiness directive (AD). These notices are available online at the following URL address:

http://www2.faa.gov/certification/aircraft/av-info/ad/saibs.htm

Recommendation Bulletins
The "Direction Générale de l'Aviation Civile (DGAC)" (www.dgac.fr/) of France issues "Recommendation Bulletins" again similar to Transport Canada's Alerts and Advisories. Information on these notices can be received by contacting:

BUREAU VERITAS - Aéronautique Espace
Base de données et Publications techniques
BP 55
31702 Blagnac Cedex - France

Tel: 33 (0) 5 61 16 72 61 - Fax: 33 (0) 5 61 16 72 85

ADDITIONAL AIRWORTHINESS INFORMATION LINKS

Transport Canada:

Canadian Aviation Regulations:	www.tc.gc.ca/aviation/regserv/affairs/cars/menu.htm
Airworthiness Directives:	www.tc.gc.ca/CivilAviation/certification/continuing/ad.htm
Aircraft Certification:	www.tc.gc.ca/CivilAviation/certification/menu.htm
Web Service Difficulty Reporting System:	www.tc.gc.ca/wsdrs

Federal Aviation Administration:
FAA Certification, Advisory Circulars, FAA Airworthiness Directives, Federal Aviation Regulations;

www1.faa.gov/certification/aircraft/

www2.faa.gov/certification/aircraft/av-info/ad/saibs.htm

For more information or copies of feedback or other Civil Aviation publications, call 1 800 305-2059 or visit our Web site at www.tc.gc.ca/civilaviation/certification.
To ensure continued delivery, send any address changes to:
Transport Canada, Civil Aviation Communications Centre (AARA), Place de Ville, Ottawa, ON, K1A ON8.

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The information in this publication is to be considered solely as a guide and should not be quoted as or considered to be a legal authority. It may become obsolete in whole or in part at any time without notice.

Notice/Disclaimer:

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Cette publication est aussi disponible en français.

fixed wing

BEECH KING AIR A100 SDR # 20021115021

Engine Inlet De-ice Boot Overheated

While en route, a Beech 100 King Air was entering possible icing conditions. After approximately five minutes of operating the engine de-icer boots, an odour was detected in the cockpit and they were turned off.

Upon inspection of the inlet de-icers, the right inlet boot was burnt to the extent that the elements were exposed and the fibreglass inlet duct had a burn hole in it.

Further inspection revealed that the inlet duct was exposed to heat along half of the leading edge of the cowl, weakening the fibreglass. Applicable repairs were carried out and a new inlet de-ice boot was installed. The system circuit breakers were functionally inspected serviceable. Subsequently, the left inlet boot was inspected, and replaced because of several small cuts or weathering cracks. It is suspected that these small cuts or cracks allowed moisture to enter the heating element area of the boot, causing it to short out and burn.

Although de-ice boots are considered 'on condition' parts, Transport Canada (TC) reminds Aircraft Maintenance Engineers (AMEs) to exercise vigilance and judgement when inspecting de-icer boots. Pre-emptive replacement of de-ice boots during scheduled maintenance inspections can reduce aircraft downtime and eventually be more cost effective.

BRITISH AEROSPACE BAE 3112
GARRETT TPE331-10UGR-516H SDR # 20030618008

Torque and Temperature Limiter (TTL) Valve Defective

Shortly after rotation and with both engines producing normal take-off power, the captain called for climb power. The first officer carried out the required action but then noticed a 30% engine torque drop instead of the normal 104.5% to 100% torque drop. The 30% torque drop is consistent with engine flameout and a negative torque system response. The crew carried out emergency in-flight procedures, shutdown the affected R/H engine, feathered the propeller and carried out a successful landing.

Maintenance crew received the aircraft, unfeathered the propeller, and carried out extensive visual and functional checks of the various fuel control and shutoff components. The troubleshooting and engine run-ups revealed no apparent faults. The aircraft was returned to service following an uneventful test flight.

Several flights later, the pilot reported that the TTL system test was producing abnormally large drops in torque, temperatures and fuel flow. The TTL system is active during takeoff and is designed to protect the engine from excessive torque or temperatures by means of bypassing fuel via TTL valve. Further investigation revealed that the subject TTL valve was intermittent and would sometimes bypass too much fuel.

It now appears that the initial cause of this event was the TTL system (correctly or incorrectly) sensed an over torque condition during the engine take-off power to climb power phase and bypassed enough fuel to cause the engine to flame out. The TTL valve was replaced subsequent to the second occurrence describing intermittent failure on the test mode.

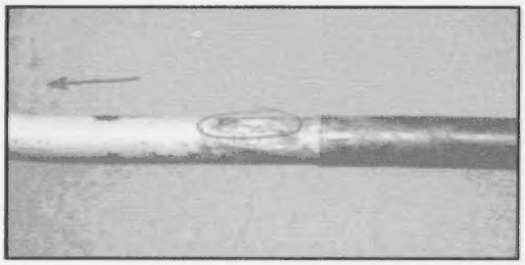
A review of the SDR database reveals 50 previous reports on the TTL valve, P/N 8974573, describing defects such as intermittent operation, dirty electrical connections and internal valve leakage. The subject TTL valve is also installed on the British Aerospace Models 3101, 3201, and Swearingen SA227AC & SA227AT.

CESSNA 172M SDR # 20030627015

Fuel Lines Chafed

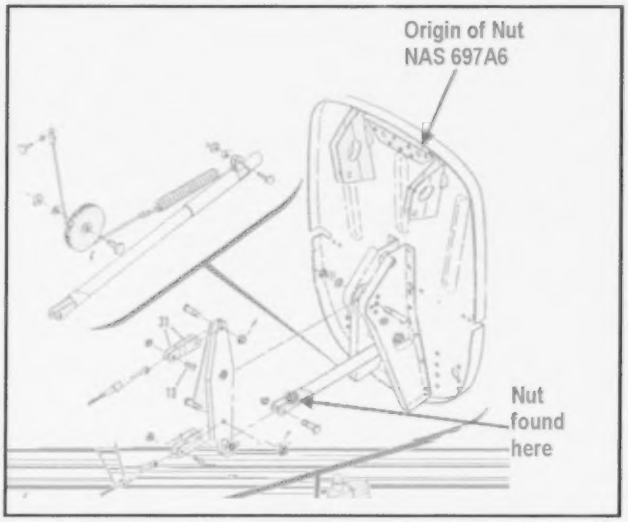
Fuel line, P/N 05001183, was discovered chafed during 200-hour inspection. It was determined that the fuel line was chafing on the steering rod mount. The submitter added that this is a very difficult area to inspect and extra care is required.

TC recommends close inspection of all lines in hard to see areas which require extra time and attention. Always expect the unexpected.



CESSNA 185F SDR # 20030731004

Elevator Controls Jammed



Elevator controls jammed on pre-flight function test. Maintenance technicians carried out a complete system inspection and found a nut, P/N NAS 697A6, stuck on top of the elevator push rod at the bellcrank assembly attachment. The nut was restricting elevator movement towards the lower stop.

This nut originated from the vertical fin forward installation bolt, P/N AN6-7A. The last suspected removal and reassembly of the vertical fin (with new nuts) was May 1990.

This stray nut appeared to remain undetected for 10 years!!

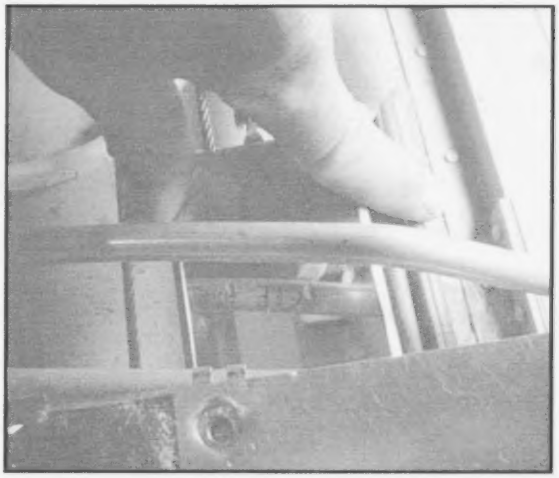
AMEs should not sign a maintenance release unless all tools and "lost" or "misplaced" hardware are accounted for.

CESSNA 560 CITATION ENCORE SDR # 20030731011

Brake Lines Chafed

L/H and R/H elevator control cables were found chafing the hydraulic brake lines at F.S.178.00. This was the first time the floor panel had been removed and this discrepancy is believed to have occurred at the manufacturer. This area is the location where hydraulic brake lines run laterally across the flight control cables. Replacing both brake lines and repositioning the two adjacent Adel clamps to provide maximum clearance rectified the problem. The general area is 1.0 ft forward of cabin door under center floorboard.

This is a reminder to AMEs that new aircraft can also be susceptible to improper clearance of hydraulic lines and diligence should be taken during inspection.



DASSAULT FALCON 20D SDR # 20030612002

Engine Oil Pressure Transmitter Obstructed

While advancing the L/H power lever shortly after initiation of take-off roll, the pilot noticed a decrease in the left engine oil pressure. The pilot successfully aborted the takeoff.

Following troubleshooting, the maintenance crew replaced the left engine oil pressure transmitter assembly, P/N1-1346AA, carried out a satisfactory engine run-up and returned the aircraft to service.

Upon further investigation of the oil pressure transmitter assembly plumbing, the AME noticed remnants of Teflon thread tape that had collected in a small orifice of an MS union, P/N MS21900-4. The operator stated that the source of the Teflon tape might have originated from an outside component shop that previously pressure-tested the oil pressure transmitter.

Teflon tape is often used on male tapered pipe threads to form a complete seal. However, if not applied correctly, there is a danger of tape fragments being introduced into aircraft systems. Some manufacturers do not recommend the use of Teflon tape. TC reminds AMEs to adhere to applicable manufacturer's instructions.

PIPER PIPER 31 350 SDR # 20030730002

Nose Landing Gear Housing Cracked

During a pre-flight inspection, the nose landing gear trunnion housing, P/N 40273-0, was discovered cracked. The crack was approximately 6 in from the right side steering stop, and continued upwards and to the back of the housing. The crack probably progressed to be visible on the previous landing. The submitter added that this type of cracking is the result of over-steering or excessive pull during ground handling.

TC discovered 14 similar SDRs in the SDR database. All defects were caused by improper ground handling or oversteering. The Piper 31 350 maintenance manual states under caution **"not to turn the nose gear in either direction beyond its 20-degree arc,"** *because this will damage the nose gear and steering mechanisms. Control locks must not be installed prior to towing. A placard is installed on the nose gear strut indicating turn limits. TC reminds everyone involved in towing aircraft to follow manufacturer's instructions when conducting ground-handling operations.*

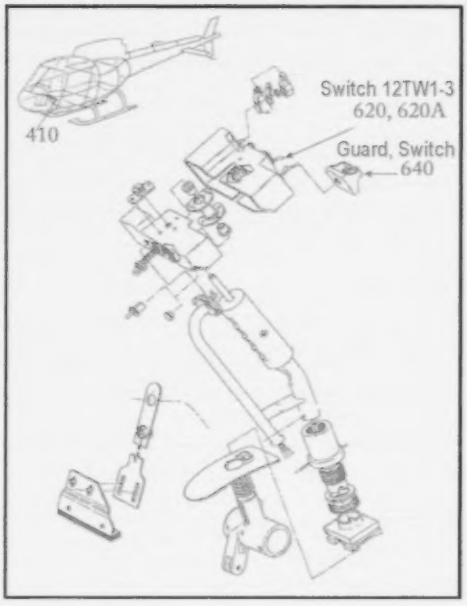
rotorcraft

AEROSPATIALE AS 350

SDR # 20030319002

Hydraulic Pressure Collective Cut-Off Switch Defective

The pilot was long-lining when suddenly the helicopter pitched up and the controls became stiff. There was no horn (aural alarm), and the low-pressure hydraulic light did not illuminate on the warning caution advisory panel. The pilot immediately released the long-line and nosed over the rotorcraft in order to gain some forward speed.



The pilot evaluated the problem, and as he neared a landing site, he noticed that the collective mounted hydraulic pressure cut-off switch was in the "off " position. He returned the switch to the "on" position resulting in full restoration of hydraulic pressure and normal flight control forces. Following the successful landing, maintenance personnel determined that the hydraulic low-pressure switch was defective.

It remains a mystery how the guarded collective mounted hydraulic pressure cut-off switch was de-activated, given the pilot was not wearing clothing that could have possibly snagged the switch. As a precautionary measure, the collective mounted hydraulic cut-off switch and the hydraulic low-pressure switch were replaced.

TC recommends that when conducting pre-flight checks, operators ensure that the hydraulic pressure cut-off switch is positively set in the desired position, given that the switch guard itself could be a visual impediment. AMEs should include an inspection of the subject switch to verify proper operation.

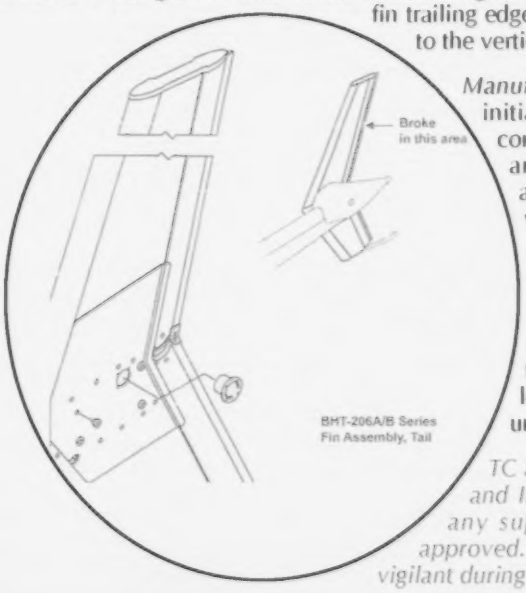
BELL 206A

SDR # 20030409013

Vertical Fin Broken

While in cruise flight, the pilot of a Bell 206A noticed a yaw to the right. Upon landing, he also noticed that the tail felt "twitchy." Following shutdown, it was noticed that the top half of the vertical fin (approximately midway) was bent over to the right and held together by only the right hand outer vertical fin skin.

Further investigation revealed that a crack might have originated from a tooling hole located underneath the vertical fin trailing edge (listed in the Bell IPB as P/N 206 020 113-055) where it attaches to the vertical fin itself.



Manufacturers Alert Service Bulletin (ASB) 206-01-73-1 specifies an initial, followed by a recurring 25-hour inspection, thereafter until compliance to *Service Letter* (SL) 206-203 is completed. Operators are reminded that manufacturer's instructions for continued airworthiness (ICA) apply only to their approved design. Operators who obtain parts or service from a source not approved by the manufacturer must ensure that the parts supplier provides special inspection or maintenance procedures appropriate to ensure adequate safety.

Please note that an aeronautical part that bears the part number of the manufacturer may in fact have been altered, and may no longer meet the original design criteria, and therefore may require unique ICA which must be provided by the modifier of the part.

TC advises operators to comply with Service Bulletins, Service Letters and Instructions issued by the manufacturer, and to obtain ICAs from any supplier that is not original equipment manufacturer (OEM) approved. Furthermore, it is recommended that operators and AMEs be vigilant during inspection of the vertical fin area for cracks and other defects.

engines

TELEDYNE CONTINENTAL IO-470-L SDR # 20030506003

Valve Lifters Incorrectly Installed

Maintenance personnel were unable to rectify an elusive engine low oil pressure snag that was occurring only at idle rpm, regardless of various engine oil or air temperatures. The engine was removed and sent to an approved engine overhaul facility. This engine overhaul facility supplied the operator with a second and then a third overhauled engine but the same recurring low oil pressure problems at idle rpm remained.

Further to the above, this same engine overhaul facility improvised a means to obtain the specified engine oil pressures at idle rpm by using an oil pressure relief spring from a GTSIO-520 engine. Due to previous operational commitments, the operator accepted this installed configuration. Soon thereafter, the operator found out that they had to adjust the relief valve to maximum in order to obtain a minimum engine idle oil pressure. After several weeks, the relief spring could not be adjusted any further. Additionally, the propeller feathering check reduced the engine oil pressure to almost zero PSI.

At this time, the operator removed this third engine and routed it to a different engine overhaul facility for further analysis and repair. It was then discovered that exhaust valve lifters, P/N 646277, had been installed in both the intake and exhaust valve positions.

Further investigation on the subject three engines revealed that manufacturers exhaust valve lifters, P/N 646277, were incorrectly installed in conjunction with Nitralloy exhaust valve guides. The correct valve lifters, P/N 628488, were then installed in both the intake and exhaust valve system (ensuring Nitralloy valve guides are not used).

After installation of the correct valve lifters, P/N 628488, and approved IO-470-L pressure relief valve spring, the operator carried out engine run-ups and confirmed that oil pressures had returned to specified oil pressures in all rpm ranges.

TC reminds operators and overhaul facilities to ensure the approved components and configurations are installed on their engines at all times.

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heads UP

Winter is here...

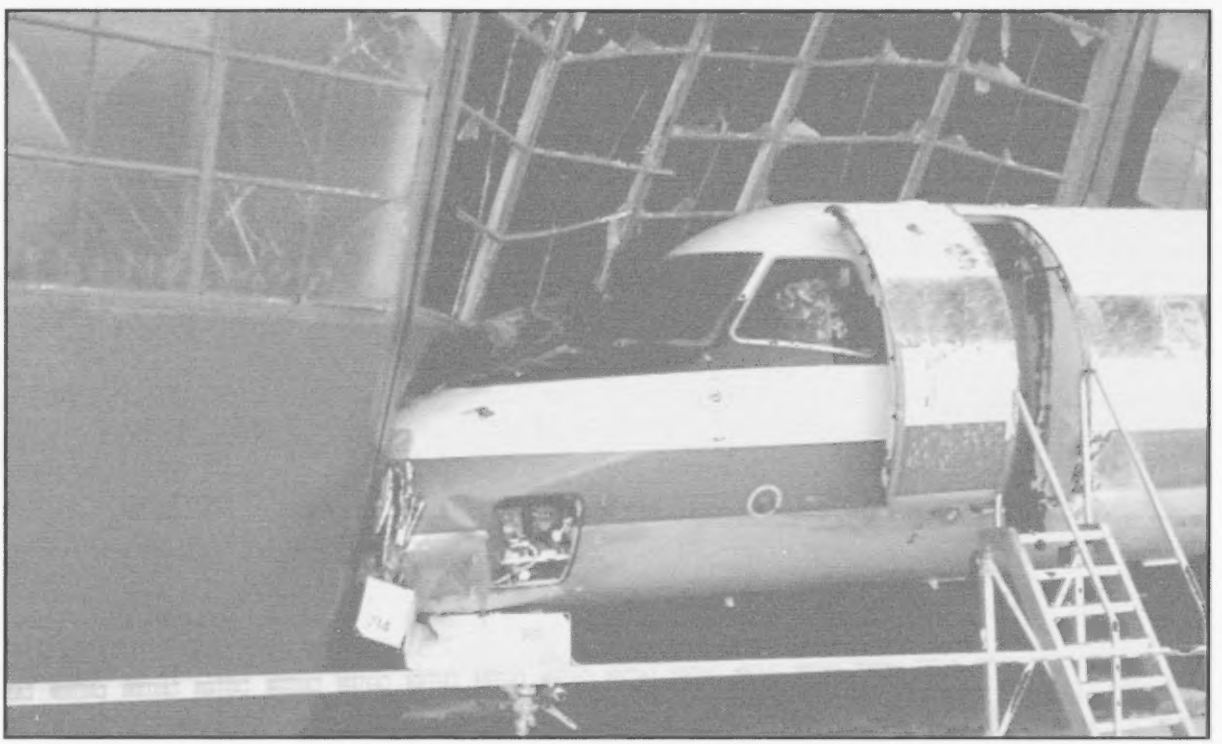
Every winter there seems to be the inevitable occurrence when an aircraft, due to a contaminated tarmac, moves forward during a maintenance ground run with the maintenance crew unsuccessful in their attempts to stop the aircraft prior to striking obstacles. There are often casualties and the aircraft involved causes substantial damage.

Transport Canada (TC) encourages operators to review their maintenance organization engine ground run training policies, procedures and authorizations. The training syllabus should include a demonstrated knowledge and capability of the run-up crew to bring the aircraft to a stop under a variety of conditions. An otherwise appropriately trained and experienced technician from the "sunny south" who has never experienced a tarmac covered with snow and ice may not be familiar with the associated perils.

TC further cautions operators that only qualified personnel, in an appropriate area, clear of obstacles, should perform engine ground run-ups.

When an aircraft under power looses its braking ability and begins to slide, things start happening fast.

Don't let this happen to you!



more heads UP

Blanking Caps Not Removed SDR # 20030620004

During an auxillary power unit (APU) replacement, maintenance discovered that the APU shroud fire agent discharge fitting was capped. This would result in no fire-fighting capability. The cap was removed and the discharge line from the bottle to the shroud was checked for obstruction. No further faults were found.

The agent discharge fitting is a simple AN bulkhead fitting and was probably temporarily capped along with the fuel and other lines during a previous APU removal. When the APU was re-installed, the cap was overlooked as no connections go to the fitting. The operator's maintenance provider indicated the last APU removal was approximately **3 years** prior to the operator taking care and custody of the aircraft.

Caps, both plastic "push-on" and AN type are often used as effective blanking plates to prevent contamination of open lines during maintenance. It is imperative that a thorough inspection for any temporarily installed blanking devices be completed prior to operating the system or returning the aircraft to service. In this case, the removal of the blanking cap was not necessary to re-install a line, and led to the latent failure of the APU fire suppression system for three years!

Hydraulic Hoses Kinked SDR # 20030620006

Following flight departure, the flight crew reported that the nose gear unlocked; however, failed to retract. Subsequent gear selections were unsuccessful until the air speed was reduced. The gear did retract at 160 knots indicated airspeed (IAS); however, was very slow, and it was elected to return to base.

This anomaly is believed to date back to when the ski actuator was robbed to service another aircraft. Upon replacing the ski actuator, the flexible lines leading to the actuator were installed incorrectly. The incorrect installation resulted in the flexible hydraulic lines becoming crimped during gear retraction, culminating when the nose gear was reported as slow to retract. These lines were found to have been installed incorrectly at that time. The lines were then correctly installed and the aircraft dispatched. However, the snag later returned, causing the aircraft to turn back.

Maintenance was unable to confirm the fault during gear swings; however, it was felt that the original error might have caused crimping of the Teflon within the lines, thereby causing a restriction. The aircraft was test-flown, including an alternate gear extension, with no further problems noted.

Hydraulic lines that have been bent beyond normal limits should be thoroughly inspected or replaced.

feedback feedback feedback

equipment ADs

Transport Canada (TC) endeavours to send copies of new airworthiness directives (ADs), which are applicable in Canada to the registered owners of the affected products. Equipment/appliance ADs are often only distributed to our regional offices because the owners of aircraft affected by this type of AD are not generally known.

The following new equipment ADs have been received by TC in the last three months. AMEs and operators of the affected products are encouraged to obtain further information or a copy of the ADs from their regional TC office, their local TCC, their PMI, or from the Civil Aviation AD website at:

http://www.tc.gc.ca/civilaviation/certifcation/continuing/ad.htm

Manufacturer	Ad Number	Origin	Description
Becker Flugfunkwerk	2003-234	GY	VHF-AM-transceiver AR4201 series communication problems - S/B AR4201-01/03
Capewell	U2003-300(A)	FR	Parachute - accomplish ripcord pin field test Capewell Service Bulletin CW03-1
Goodrich Avionics	2003-13-08	US	Loading of the baro-set potentiometer -inspect TAWS 8000 Part Number 805-18000-001
Honeywell	2003-15-07	US	Allied Signal RE220(RJ) Auxiliary power units P/N WE3800770-2 Fuel nozzles RE220-49-A7714
Mann Aviation Group	G-2003-0008	UK	Camera system installation - rework mounting panel, MOD 350-1521 OR 1680 , SB-A25-001
Mars Spol Sro	T-039/2002R2	CK	Rescue parachute - exclusion from operation ATL-88, ATL 88/92-S, ATL-88/90, MSB 1/04/2002
Parachutes de France	2003-263(A)R1	FR	CANCELLATION NOTICE - Replaced by 2003-301(A)
Parachutes de France	2003-301(A)	FR	TECHNO 240 - Replacement of slider and steering lines

Suspected Unapproved PARTS

The submitters of the following Service Difficulty Reports (SDRs), received during the previous quarter, indicated that an unapproved part (SUP) was suspected. The list is provided here for information only and should not be construed as an identification of confirmed unapproved parts. In Canada, SUPs should be reported indicating your suspicion of an unapproved part on a regular SDR form or on the Internet at:

www.tc.gc.ca/wsdrs

SDR # 20030918008

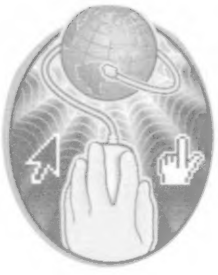
PART NAME: Lower Attach Bolt BACB30GE

AIRCRAFT MAKE: Boeing 737 269 JT8D-17

PROBLEM DESCRIPTION

Nose landing gear lock actuator lower attach bolt sheared, allowing actuator to fail. Bolt identified as an unapproved part. This operator did not install this bolt.

TC Web Info



Canadian Aviation Regulations (CARs)
www.tc.gc.ca/civilaviation/regserv/affairs/cars/menu.htm
Airworthiness Directives
www.tc.gc.ca/CivilAviation/certification/continuing/ad.htm
Service Difficulty Alerts
www.tc.gc.ca/CivilAviation/certification/continuing/Alert/menu.htm
Service Difficulty Advisories
www.tc.gc.ca/CivilAviation/certification/continuing/Advisory/menu.htm
Web Service Difficulty Reporting System (WSDRS)
www.tc.gc.ca/wsdrs/
Airworthiness Notices
www.tc.gc.ca/civilaviation/maintenance/aarpc/ans/menu.htm
Airworthiness Manual Advisory Index
www.tc.gc.ca/CivilAviation/certification/guidance/menu.htm
Aircraft Maintenance & Manufacturing Staff Instructions (MSI)
www.tc.gc.ca/civilaviation/maintenance/aarpc/msi/menu.htm
Aircraft Maintenance and Manufacturing Policy Letters (MPL)
www.tc.gc.ca/civilaviation/maintenance/aarpc/mpl/menu.htm

FAA Unapproved PARTs Notification (UPNs)

Published by: FAA, AIR-140, P.O. Box 26460, Oklahoma City, OK 73125. UPNs are posted on the Internet at: http://www.faa.gov/avr/sups/upn.cfm

No. 1999-00260 issued July 28, 2003

AFFECTED PRODUCTS

Generator diode (part numbers 938D679-11 and 938D679-12) installed in DC-10 aircraft generator (part numbers 977J150-1, 977J150-2, 977J150-3, and 977J150-4).

PURPOSE

The purpose of this notification is to advise all aircraft owners, operators, manufacturers, maintenance organizations, and parts distributors regarding nonconforming diodes sold by TIC Electro, Ltd., located at 540 Nepperhan Ave., Yonkers, NY 10701; and Gateway International Group, Inc., located at 2881 NE 32nd Street, Unit 321, Fort Lauderdale, FL 33306.

BACKGROUND

Information received during a Federal Aviation Administration (FAA) suspected unapproved parts (SUP) investigation revealed that TIC Electro, Ltd., and Gateway International Group, Inc., sold nonconforming diodes, part numbers 938D679-11 and 938679-12. These diodes were not produced by an approved source and do not conform to the specified Hamilton Sundstrand drawings. The diodes are not marked with the manufacturer's identifiers and lack the required symbol for the polarity code. The unapproved diodes can be identified by the following markings (see photograph):

938D679-11 9322	938D679-12 9322
938D679-11 9422	938D679-12 9422

RECOMMENDATION

Regulations require that type-certificated products conform to their type design. Aircraft owners, operators, maintenance organizations, parts suppliers, and distributors should inspect their aircraft, aircraft records, and/or parts inventories for the above-referenced diodes. If an above-referenced diode is installed in an aircraft, contact the FAA Flight Standards District Office (FSDO) listed below for guidance regarding the appropriate action to be taken. If any of the referenced diodes are found in existing parts inventory, it is recommended that the diodes be quarantined to prevent installation until a determination can be made regarding each part's eligibility for installation.

FURTHER INFORMATION

The FAA would appreciate any information concerning the discovery of the above-referenced part from any source, the means used to identify the source, and the action taken to remove the part from service. This notice originated from the Fort Lauderdale FSDO, 1050 Lee Wagener Blvd., Suite 201, Fort Lauderdale, FL 33315, telephone (954) 356-7520; and was published through the FAA SUP Program Office, AVR-20, telephone (703) 668-3720.

FAA Special Airworthiness Bulletins (SAIBs)

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SAIB #	Manufacturer	Model	Issue Date (dd/mm/yy)
CE-03-59	Schempp-Hirth Flugzeugbau GmbH	Discus b, Discus bT, Discus CS	9/26/2003
CE-03-58	DG Flugzeugbau GmbH	DG-500MB	9/26/2003
CE-03-43R1	Cessna	100, 200, 300, and 400 series	9/23/2003
CE-03-57	Air Tractor, Inc.	AT-300, AT-400, AT-500, AT-600, and AT-800 series	9/22/2003
NE-03-56	Schweizer	269C-1	9/19/2003
CE-03-55	Aerostar (Piper)	PA-600, -601, -601P, -602P and -700P	9/18/2003
CE-03-54	Slingsby	T67A, T67B, T67C, T67M, T67M-MkII, T67M200, T67M260, and T67M260-T3A	9/10/2003
CE-03-53	Piper	PA-46	9/9/2003
CE-03-52	Guide Best Practices Guide	Aging General Aviation Airplanes	9/4/2003
CE-03-51	Polskie Zaklady Lotnieze	PZL M18A	8/22/2003
NE-03-50	Capewell Components LLC	Parachute ripcord pins	8/21/2003
CE-03-49	Mitsubishi Heavy Industries	MU-2B/-10/-15/-20/-25/-26: (S/N 008 through 347, except S/N 313, 321), MU-2B-30/-35/-36: (S/N 501 through 696 except 652, 661), MU-2B-25/-26/-26A/-40: S/N 313SA, 321SA, 348SA through 459SA), and MU-2B-35/-36/-36A/-60: (S/N 652SA, 661SA, 697SA through 1569SA)	8/13/2003
CE-03-48	Schempp-Hirth	Duo Discus T gliders (serial numbers 1 through 78)	8/8/2003
CE-03-46	Mooney	M20	7/21/2003
CE-03-47	Aerostar International Balloon	All models except S-81A	7/21/2003

2004

AME SYMPOSIA/TRADESHOWS/WORKSHOPS

PACIFIC ***January 28 to February 2***
Best Western Richmond Hotel & Convention Centre
7551 Westminster Highway, Richmond, BC V6X 1A3
Tel: 1 800 663-0299 or 604 273-7878 **Fax:** 604 278-0188
Internet: www.richmondhotel.ca

CENTRAL ***March 3-5***
Best Western Victoria Inn Winnipeg Airport)
1808 Wellington Avenue, Winnipeg, MB R3H 0G3
Tel: 1 800 928-4067 or 204 786-4801 **Fax:** 204 786-1329
Internet: www.vicinn.com

WESTERN ***March 24-26***
Coast Plaza Hotel & Conference Centre
1316 33rd Street NE, Calgary, AB T2A 6B6
Tel: 1 800 661-1464 or 403 248-8888 **Fax:** 403 248-0749
Internet: www.info@calgaryplaza.com

ATLANTIC ***April 29 to May 1***
CASINO Nova Scotia Hotel
1919 Upper Water Street, Halifax, Nova Scotia B3J 3J5
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service difficulty reports

Received by Transport Canada from
1 July 2003 to 30 September 2003

aircraft

MAKE/MODEL	ATA	PART NAME	PART NO.	PART CONDITION	SDR NO.	RGN
AEROSPATIALE						
AS 350B	6730	HYDRAULIC SERVO	SC5083	FAILED	20030703003	PNR
AS 350BA	2997	SLIDER		STUCK	20030918003	ONT
AS 350BA	6220	SPHERICAL THRUST	LB412311	SCRAPPED	20030709007	PAC
AS 350BA	7421	IGNITER		U/S	20030826019	PNR
AS 350B1	6510	FLEX COUPLING	350A35105901	CRACKED	20030910010	PNR
AS 350B2	2400	EMERGENCY CUT-OFF	350A62252020	DAMAGED	20030805011	PAC
AS 350B2	2900	R/H LATERAL SERVO	SC5083	UNSERVICABLE	20030910007	ONT
AS 350B2	6220	STARFLEX	350A31190703	WORN/LOOSE	20030918011	ONT
AS 350B2	6300	SHORT SHAFT	350A34015002	SERVICABLE	20030910006	PAC
AS 350B2	7250	MODULE 5	70BM055420	MAKING METAL	20030910008	PNR
AS 350B3	2300	CIRCUIT GROUNDS		FAILED	20030811002	PAC
AIR TRACTOR						
AT 802A	2913	O-RING	MS28775314	TORN	20030909002	PNR
AIRBUS						
A310 308	0000	HEAT EXCHANGER	1879009	O/H	20030930002	QUE
A310 308	2210	YAW A/P SERVO	30513126		20030819001	QUE
A310 308	2710	AILERON SERVO	31055150	JAMMED	20030911001	NCR
A310 308	2913	CASE DRAIN LINE	2244404523	B NUT CRACKED	20030807001	QUE
A320 211	2700	NIL/UNKNOWN			20030806003	QUE
A320 231	3250	BRAKE/STEERING C/U	C20216338203		20030805006	ONT
A340 313	3200	LANDING GEAR SYS			20030820001	QUE
BEECH						
A100	2810	FUEL CELL	503890347	FILED	20030903004	PNR
A100	3233	ACTUATOR	508202085	SCREECHING	20030910009	ONT
A100	5521	ELEVATOR		CRACKING	20030904005	PNR
B100	2161	VALVE SOLENOID			20030925004	ONT
B100	3230	CIRCUIT BREAKER	PDLM60	TRIPPING	20030808003	PNR
B100	3230	THERMAL RELIEF VALVE	MS28893C6	LEAKED	20030813005	PNR
B200	3240	BRAKE DE-ICE, HOSE	1013800159	USED	20030827013	PNR
B200	5311	BULKHEAD	1019100383	CRACKED	20030703009	ATL
B200	5313	STRINGER	101406335	CRACKED	20030703008	ATL
B200C	3242	WEAR PADS	UNKNOWN	UNRIVETTED	20030925005	ONT
B300	2100	HOSE	11791W5635	DAMAGED	20030804001	QUE
B300	7922	THERMO RELIEF	VA723747	NEW	20030908010	PNR
C90A	2730	HINGE BRACKET&BOLT	50610000546	WORN	20030812001	ONT
C90A	3610	INSTRUMENT AIR TUBE	1013202661	CHAFED	20030717001	ONT
C90A	5200	BOLT	50420013371	TOO SHORT	20030908006	ATL
C90A	7330	INDICATOR FUEL QTY	811015	ARCED	20030828004	ONT
D95A	2420	ALTERNATORS	1100718	FAILED	20030908004	ONT
100	1000	PRE-LOAD IND WASH	6147514435	MISSING	20030729017	PNR
100	2750	GEARBOX	99524122	STRIPPED GEAR	20030729025	PNR
1900C	5210	SEAL ASSEMBLY	1144000301	INTACT	20030924001	PAC
1900D	2425	INDICATOR, AC VOLT	1143800331	BURNT	20030825015	ONT
1900D	2780	FLEXIBLE SHAFT	1013800006	BROKEN	20030825014	ONT
1900D	3234	GEAR SELECTOR ASSY	1013841377	FAILED	20030905004	PNR
1900D	3340	WIRE		CHAFED	20030805008	ATL
1900D	3500	OXYGEN LINE	1145600585	CRACKED	20030928001	PNR
1900D	7314	L.P. FUEL PUMP	1143880425	LEAKING	2 SDRs	ONT
1900D	8011	BEARING	03601018	FAILED	20030808001	ATL
200	2312	GPS/VHF ANTENNA	CI2480100	FAILED	20030808002	PNR
200	2460	DC POWER/DISTRIBUTOR	70410	FAILED	20030825011	PNR
200	2821	FUEL DRAIN	710C4X	LEAKING	20030721001	ATL
200	5230	DOOR	85355041	FAILED	20030826001	PNR
99	3230	HOSE ASSY RETRACTOR	AE3660120G0230	RUPTURED	20030825012	ONT
99	3230	MAIN GEAR ACTUATOR			20030716005	ONT
99	7930	WIRE		CHAFED	20030731018	PNR
BELL						
204B	6420	YOKE ASSEMBLY	204011722005	CRACKED	20030923010	PNR
205A 1	5320	T-CAP SPAR	205030163095	CRACKED	20030910004	PNR
205A 1	6310	BOOT	205040176101	RIPPED	20030915008	PAC
206B	2551	SPRAY BOOM		FAILED	20030825006	PAC
206B	3211	SUPPORT	206031302269S	CRACKED	20030812002	ONT
206B	6310	CLUTCH	CL422501		20030915001	ONT
206B	6330	BEARING	BSH16ATC32	LOOSE	20030930005	PAC
206B	6500	THOMAS COUPLING	327211	FAILED	20030709006	ONT
206B	6510	DISC ASSEMBLY	3272H	CRACKED	20030708012	ONT
206B	7600	SLIDER	206060750001	RIVET SHEARED	20030915012	ONT
206B	8011	ENDBELL, DRIVE E	150SG1028	WORN	20030806005	PNR
206L	6340	TACH GENERATOR	32005023	LOOSE	20030826004	PNR
206L 1	2400	RESISTOR	RCR326820JM	BURNT	20030826010	ONT
206L 1	5302	FITTING	206031329103	CRACKED	20030903009	ONT
206L 3	6510	BOLT	AN1747A	THREAD STRIPPED	20030930010	ONT
212	2910	HOSE ASSEMBLY	70012J22OW234	RUPTURED	20030708013	ONT
212	2910	HOSE ASSY	70012F000X204	RUPTURED	20030826001	ONT
212	5302	LH TAILBM TO FUSE FITTING	212030161001	BROKEN	20030825008	PAC
212	5302	TAILBOOM PANEL	H20503281177	DELAMINATED	20030915013	PAC
212	6300	CONTROL TUBE	212060724033	CHAFED	20030708011	ONT
212	6320	2HOSE	70061L275W210A		20030731020	PNR
212	6400	CONTROL TUBE	212001053005	CHAFED	20030708009	ONT
212	6410	TAIL ROTOR BLADE	212010750105FM	FAILED	20030710002	ONT
212	6500	INNER&OUTER COUPLINGS	204040603009	CORRODED	20030708008	ONT
212	6520	PITCH CHANGE SHAFT	209011710005	STRIPPED THREADS	20030708010	ONT
407	6230	BEARING	407040036107	SPALLED	20030725004	PNR
BELLANCA						
7GCBC	5600	WINDOWS SKYLIGHT	41373	BURNT	20030708007	PNR
8GCBC#	2720	PEDAL-TOE BRAKE	315371	BENT AND CRACKED	20030825004	PNR
8GCBC#	2720	PEDAL-TOE BRAKE	315371	CRACKED	20030825002	PNR
8GCBC#	2720	RUDDER CABLES	12364	FRAYED	3 SDRs	ONT
8GCBC#	2750	FLAP CONTROL CABLE	19023	FRAYED	3 SDRs	VAR
8GCBC#	2780	CABLE	19023	FRAYED	20030722001	PNR
8GCBC#	7120	ENGINE MOUNT			20030815001	PNR
BOEING						
727 22	5310	NOSE WHEEL SPRT CHORD	BS294	CRACKED	20030805003	PNR
727 233	2750	FLAP TRANSMISION	652661433	DIFFICULT TO TURN	20030813003	ONT
727 25C	5270	WARNING SWITCH	S586	OUT OF ADJUSTMENT	20030729013	PNR
727 251	2561	LIFE VEST	P0723107		20030827005	NCR
727 251	2565	NUTPLATE ASSY	69492111	MISSING	20030827008	QUE
727 251	2740	PULLEY	MS202204	WORN OUT	20030827011	NCR
727 251	5753	ROLLER BOLTS	66147195	MISSING	20030827012	NCR
737 2H4	2612	CONNECTOR	87858201	WEAK RESISTANCE	20030910005	PNR
737 2H4	2761	SYSTEM 'A' HYDRAULICS	65449617	CRACKED HOUSING	20030716003	PNR
737 2Q9	5330	FUSELAGE MAIN			20030918007	ATL
737 201	2750	FLAP INDICATOR	2061141	FAILED	20030806004	PNR
737 201	2761	ACTUATOR	65449617	CRACKED	20030820003	PNR
737 201	5280	HINGE BRACKET	59423782	CRACKED	20030826016	ATL
737 204	2730	ELEVATOR PCU	654476114	LEAKING	20030731017	PNR
737 217	2761	ACTUATOR	654456110		20030929006	PNR
737 217	3340	NIL/UNKNOWN			20030805001	PAC
737 242C	5312	FRONT PRESSURE BULKHEAD		CRACKED	20030923008	ONT
737 242C	5330	FUSELAGE SKIN		CRACK	20030923009	ONT
737 242C	5744	FLAP TRACK	654642821	CRACKED	20030923007	ONT
737 275	0000	ANTI-COLLISION BEACON			20030704004	PNR
737 281	2421	3-PHASE CIRCUIT			20030902002	QUE
737 7CT	2740	ACTUATOR	6355B000103		20030905001	ONT
747 433	2121	FAN	732591F		20030820002	QUE
767 233	2710	OUTB AILERON LOCK	550030011	LOCKED OUT	20030806008	QUE
767 233	3244	MAIN WHEEL ASSEMBLY			20030827003	QUE
767 375	3450	TCAS ATC CONTROL PANEL			20030919003	QUE
BOEING HELICOPTERS						
234	7200	ENGINE			20030716007	PAC
BRITISH AEROSPACE						
BAE 125 800A	2100	COOLING TURBINE	20388022	FAILURE	20030807006	QUE
BAE 146 200	5311	UPPER WHEEL WELL		CRACKED	20030728002	ATL
CANADAIR						
CL215 6B11(CL415)	2810	FUEL CELL	21564002	LEAKING	2 SDRs	ONT
CL215 6B11(CL415)	2810	FUEL CELL	215640024	LEAKING	3 SDRs	ONT
CL215 6B11(CL415)	2810	FUEL CELL	21564075	LEAKING	20030903008	ONT
CL215 6B11(CL415)	7100	LIGNE DE RETOUR	21575032214	CHAFED	20030919001	QUE
CL600 1A11(600)	0000	ENGINE			20030916003	NCR
CL600 2A12(601)	2432	BATTERY PACK	6104789	BURNT OVERHEATED	20030724002	ONT
CL600 2A12(601)	2731	PITCH TRIM ACTUATOR	6009230165	FAILED	20030903006	ONT
CL600 2A12(601)	5520	BUSHING	60010300563	FAILED	20030731005	QUE
CL600 2B19(RJ)	0000	FUEL TUBE ASSEMBLY	601R6227221	ARCING	20030930013	QUE
CL600 2B19(RJ)	2100	ECS SYSTEM	601R9500115305	SERVICEABLE	20030905002	NCR
CL600 2B19(RJ)	2210	FLIGHT CONTROL PANEL	8220044001		20030922003	QUE
CL600 2B19(RJ)	2610	FIRE CONTROLLER	47259701		20030807002	QUE
CL600 2B19(RJ)	2731	HORIZ STAB TRIM A	83963		20030707006	ONT

MAKE/MODEL	ATA	PART NAME	PART NO.	PART CONDITION	SDR NO.	RGN
CL600 2B19(RJ)	2761	ACTUATOR(PCU)			20030730006	QUE
CL600 2B19(RJ)	2910	HYDRAULIC LINE		LEAKING	20030806002	QUE
CL600 2B19(RJ)	2997	CIRCUIT BREAKER	MS220733		20030713001	QUE
CL600 2B19(RJ)	3260	LANDING GEAR POST			20030902001	QUE
CL600 2B19(RJ)	3320	LIGHT FIXTURE	BC10065003	BURNT	20030729004	QUE
CL600 2B19(RJ)	5210	SWIVEL LEVER	601R3197411	BROKEN	20030713003	QUE
CL600 2B19(RJ)	5230	PIN	HSP115P0941400		20030910002	QUE
CL600 2B19(RJ)	5610	COCKPIT WINDSHIELD	NP1393215	SHATTERED	20030713002	QUE
CL600 2B19(RJ)	5610	COPILOT WINDSHIELD		CRACKED	20030729002	QUE
CL600 2B19(RJ)	5610	LEFT SIDE WINDOW	NP1393225	SHATTERED	20030922001	QUE
CL600 2B19(RJ)	5610	WINDOW			2 SDRs	QUE
CL600 2B19(RJ)	5610	WINDSHIELD	NP13932110	CRACKED	20030921001	QUE
CL600 2B19(RJ)	7110	L/H UPPER ENGINE	22850080801	DAMAGED	20030807003	QUE
CL600 2B19(RJ)	7200	ACCESSORY GEAR BOX	6014T81G28	FAILED	20030825016	QUE
CL600 2B19(RJ)	7200	ENGINE			20030729003	QUE
CL600 2C10(RJ)	0000	L/H SIDE WINDOW	NP1393225	CRACKED	20030930015	NCR
CL600 2C10(RJ)	2215	AUTOPILOT SERVO	UNKNOWN	DEFECTIVE	20030715002	QUE
CL600 2C10(RJ)	2710	SPOILER POWR CTRL		JAMMED	20030922002	QUE
CL600 2C10(RJ)	3130	AIR DATA COMPUTER	8220372436	DEFECTIVE	20030902003	NCR
CL600 2C10(RJ)	5280	DOOR	CC67010520		20030915007	NCR
CESSNA						
A185F	2730	PUSH ROD TUBE	051011110	STUCKED	20030731004	QUE
A185F	2750	FLAP PULLEY BRACKET	0512128	DETACHED	20030928002	PAC
T210M	0000	CONTACT POINT	6320	BROKEN	20030916002	PAC
U206A	5415	SUPPORT	121343317	CRACKED	20030915010	ONT
U206B	7603	THROTTLE CONTROLS	122210A	FAILED	20030731002	ONT
U206F	2400	CIRCUIT BREAKER			20030726004	QUE
U206F	5751	RIVET		LOOSE	20030726006	QUE
U206F	7600	THROTTLE	C2995050101		20030726003	QUE
U206G	5415	SUPPORT	121343317	CRACKED	20030912001	ONT
150L	8530	ROCKER ARMS			20030812003	ONT
150M	5530	R/H REAR FITTING	04311481	CRACKED	20030702005	PAC
152	5530	VERTINATTACH-BRACKET	04310093	CRACKED	20030731010	ATL
172M	2434	FIELD BRUSHES	E54118	WORN	20030908005	ONT
172M	5711	SPAR PLATE	05233151	CORRODED	20030915006	NCR
172M	8012	STARTER SOLENOID	S19911	UNSERVICEABLE	20030812004	ONT
172S	0000	BELLCRANK (ELEV	05341221	WORN BELLCRANK	20030930007	ONT
172S	0000	WIRE (L. NAV. LIIGHT)	C6220010201	WIRE BURN'T	20030930009	ONT
177	2710	AILERON CONTROL	176703013	WORN	20030918002	PNR
180H	3411	STATIC HOSE	IMP44PN	FAILED	20030703005	ONT
180J	5530	DORSAL FITTING	07120013	CRACKED	20030807007	PAC
182B	5300	R/H SUPPORT GEAR	05411212	CRACKED	20030703010	ONT
182P	5510	BULKHEAD	07126153	CRACKED	20030711002	ONT
207	3246	TUBE	600X6	PINCHED	20030827004	PNR
208B	2750	TUBE ASSEMBLY	26620185	WORN	20030915002	ONT
208B	2750	TUBE-CONTROL	26600111	CRACKED	20030925003	ONT
208B	5322	SUPPORT ASSEMBLY	26111441	CRACKED	20030827001	ONT
401	7800	CLAMP	NH100089740	BROKEN	20030827007	PNR
401B	2810	BULKHEAD	56181065	CRACKED	20030826003	PNR
441	5220	SEAL	CM3838296	CUT	20030708003	PAC
441	8011	STARTER GENERATOR	23047004	FAILED	20030729007	PAC
550	1000	SPRING	08128111	BROKEN	20030729014	ONT
550	1400	BOLT	S346151	TOO LONG	20030702001	ONT
550	2613	SENSOR LOOP	99120363	CHAFED	20030910001	ONT
550	2701	SCREW	MS24694S76	CHAFED	20030825007	QUE
550	3097	WIRE	W64C20		20030724004	ONT
550	3210	SEAL	681316	DAMAGED, TORN	20030724003	ONT
550	3222	AXLE	66412005	CORRODED	20030724005	ONT
550	3242	STATOR	215286	FAILED / BROKEN	2 SDRs	PAC
550	5220	SEAL			20030710004	ONT
550	7120	INTERMEDIATE CASE	310239001	CORROSION	20030724006	ONT
560	3240	L/H BRAKE HYD LINE	651710917	CHAFED	20030731011	ATL
750	5697	WIRE BUNDLE	PQ020JE004	SHORTED	20030703004	ONT
CONAIR						
FIRECAT	3230	MLG DOOR ACTUATOR	89H10528	LEAKING	20030912004	PAC
CONVAIR						
580	2612	CONNECTOR	351005	BROKEN	20030826013	PAC
580	3210	BOLT, TQ ARM APE	528075	BROKEN	20030825009	PAC
DASSAULT						
FALCON 10	5700	L/H OUTBOARD SLAT	F10A183A1	DAMAGED	20030703006	ONT
FALCON 50	2910	R/H HYD RETURN LINE	F50B765252	LEAKING	20030807005	ATL
DEHAVILLAND						
CS2F 2	5744	HINGE ASSY-AILERON	89W121CSM100121	BROKEN	20030911004	PNR
DHC 2 MKI	2720	SPRING PEDAL ATTACH	C2CF697		20030726002	QUE
DHC 2 MKI	2822	WOBBLE PUMP	P19AF	PERISHED	20030918009	PAC
DHC 2 MKI	3246	BEARING BLOCK ASSY	C2UF1761	CRACKED	20030806006	ONT
DHC 2 MKI	5521	L/H & R/H ELEV FWD	C2TE37ND	CRACKED	3 SDRs	PAC
DHC 2 MKI	5751	AILERON BAL. WEIGHT		LOOSE	20030725001	QUE
DHC 3	3246	L/H FLOAT STRUT	C2UF1085	CRACKED	20030829001	QUE
DHC 3	5740	WING STRUT	VALC3W1005	CRACKED T/E SKIN	2 SDRs	PAC
DHC 6	3211	REBOUND BLOCK	TBC8U11373	FAILED	20030904004	NCR
DHC 6 200	6123	SWITCH	C6NE10473	NEW	20030723005	PAC
DHC 6 300	2720	RUDDER PEDAL	C6CFM12106	BROKEN	20030723003	QUE
DHC 6 300	7500	BLEED AIR DUCT	RC6VW10263	HOLE	20030908009	PAC
DHC 7 102	2435	SAME	BC09100	BEARING FAILED	20030908007	ONT
DHC 7 102	2435	STARTER/GEN	BC09101	SHEARED	20030908008	ONT
DHC 8 100	0000	ROLL SPOILER ACTUATOR		CRACKED HOUSING	2 SDRs	NCR
DHC 8 100	2761	SPOILER ACTUATOR			20030924003	NCR
DHC 8 100	2910	TUBE ASSEMBLY	82920010307		20030925002	NCR
DHC 8 100	5280	CONNECTING ROD	83231027001	BROKEN	20030904002	QUE
DHC 8 102	2750	TORQUE SENSOR BRACKET	85711423101	CRACKED	20030729019	PNR
DHC 8 102	2910	OUTBOARD MLG FRAME	85410318	CHAFED	20030717002	ATL
DHC 8 102	3220	CENTERING MECHANISM	89607	CRACKED	20030825003	ONT
DHC 8 102	3244	MAIN WHEEL TIRE	H31X97513		2 SDRs	PAC
DHC 8 102	3246	BOLT	43667	STRETCHED/BROKEN	20030811004	ONT
DHC 8 102	5610	WINDSHIELD	07802	CRACKED	20030922005	ATL
DHC 8 300	2910	HYDRAULIC LINE	82970010477		20030926001	NCR
DHC 8 300	3230	SOLENOID ASSEMBLY	11972	HIGH RESISTANCE	20030709001	NCR
DHC 8 400	2434	DC STARTER GENERATOR	11521062		20030904001	QUE
DHC 8 400	2612	PEC FIRE DETECTOR			4 SDRs	VAR
DDHC 8 400	2913	ENGINE DRIVEN PU			20030819003	NCR
DHC 8 400	6120	PITCH CONTROL UNIT			20030729021	ONT
DHC 8 400	7160	BYPASS DOOR ACTUATOR			20030729018	QUE
DIAMOND						
DA 20 A1	7810	EXHAUST PIPE	2500324	CRACKED	20030730004	PNR
DOUGLAS						
A26C	7112	PUSH ROD TUBE		CHAFED	20030911003	PNR
DC9 83	2130	AFT GALLEY DOOR		FAILED	20030903015	QUE
DC9 83	2130	CABIN PRESSURE C		FAILED	20030903014	QUE
DC9 83	2197	GALLEY DOOR		FAILED	20030905007	QUE
DC9 83	2421	CONSTANT SPEED DRIVE	696233B		20030826015	QUE
DC9 83	3260	NOSE GEAR		FAILED	20030811003	QUE
EUROCOPTER DEUT						
BO105 C BS	6300	FREEWHEEL	4638202007	SHATTERED	20030811001	ONT
BO105 C CDN	2400	SOLENOID	121433	SHORTED	20030724001	ONT
BO105 C CDN	2900	VALVE BODY MANIFOLD	10546649	FAILED	20030903002	ONT
BO105 S CDN BS 4	6320	ROLLER BEARING	4638302024	SPALLING	20030730007	ONT
FAIRCHILD						
SA227DC	2440	GROUND STUD	GS550	BURNED	20030818002	PNR
GROB						
G 115C	2497	NIL/UNKNOWN			20030728003	ONT
G 115C	2700	SPRING	RZ1241	BROKEN	20030817001	ONT
GRUMMAN						
GA 7	2730	HORN ASSEMBLY	7C103053	CRACKED	20030827010	QUE
HAWKER SIDDELEY						
HS 748 2A	2130	HANDLE		FAILED	20030811006	PNR
HS 748 2A	2900	HYDRAULIC LINE		LEAKING	20030731016	PNR
HUGHES						
369D	6210	FOLDING BLADE PIN	369A10045	SHEARED	2 SDRs	PNR
369D	6320	TR O/P ROLLER BE	369D25416	CRACKED	20030918010	NCR
369E	1000	STRUT ATTACH FITTING	95K0300305	POOR FIT	20030709010	ONT
369E	6520	ROLLER BEARING	369D25146	FAILED	20030903005	ONT
500D	6210	ROTOR BLADE	500P2100101	CRACKED	20030728001	PNR
ISRAEL						
ASTRA SPX	0000	NOSE GEAR			20030929004	NCR
ASTRA SPX	2120	DUCT SLEEVE	783108505	HOLE IN SLEEVE	20030704002	ONT
LANCAIR						
IV P	3220	NOSE LANDING GEAR			20030929005	PNR
LEARJET						
45	2823	FUEL SHUTOFF VALVE	662820010003		20030924006	PNR
LOCKHEED						
L 1011 385 3	2910	TUBE ASSEMBLY	1515762419	RUPTURED	20030704001	QUE
MAULE						
MX 7 235	3242	BRAKE DISC	16413601	FAILED	20030729005	PAC
MCDONNELL DOUGLAS HC						
500N	6500	FORWARD CABLE ASSY	500N720155	FAILED	20030729016	PNR

MAKE/MODEL	ATA	PART NAME	PART NO.	PART CONDITION	SDR NO.	RGN
MORAVAN						
Z242L	2731	CABLE ASSEMBLY	Z4244120000	BROKEN WIRES	20030730005	ONT
PIAGGIO						
P180 AVANTI	7220	BREATHER LINE	80337035003	KINKED	20030930001	ONT
PILATUS						
PC 12 45	2100	SWITCH	9738132212	OVERHEATED	20030811005	QUE
PC 12 45	2822	WIRE HARNESS		NICKED	20030716004	ONT
PC 12 45	3130	BAROMETRIC SCALE		STUCK	20030905005	PNR
PC 12 45	3140	SYMBOL GENERATOR	066040211113	FAILED	20030826007	PNR
PC 12 45	3160	EFIS DISPLAY UNIT	066031252500	BROKEN	20030905006	PNR
PC 12 45	3233	MLG ACTUATOR	960300110		20030807004	PNR
PC 12 45	3242	DISK-ROTOR	15907400	CRACKED	20030725002	PAC
PC 12 45	3260	PROXIMITY SWITCH	9733033111		20030924002	ONT
PC 12 45	3260	RELAY	9740926112	FAILED	20030908001	ONT
PC 12 45	3418	NOSECONE HEAT ELEMENT			20030814001	ONT
PIPER						
PA23 250	2823	LEFT SHORT FUEL	3085600	CTR CABLE BROKEN	20030926004	ONT
PA23 250	2910	HYDRAULIC LINE	1771703	CHAFED	20030908002	PNR
PA23 250	3221	LH. OUTBD. DRAG	1742003	CRACKED	20030926005	ONT
PA23 250	3230	MICRO SWITCH WIRE		BROKEN	20030805005	QUE
PA23 250	7414	BEARING	67542	WEARING	20030926003	ONT
PA28 160	2800	FUEL STRAINER	BA100871002	STRIPPED	20030826002	PNR
PA28 161	0000	ANTENA		SEPARATED	20030930011	ONT
PA28 161	2560	ANTENNA		SEPARATED	20030930012	ONT
PA30	3220	HOUSING ASSEMBLY	2075209	CRACKED	20030730010	ONT
PA31	3210	FORK ASSEMBLY	404130405	CRACKED	20030730001	PAC
PA31 350	2913	HYDRAULIC PUMP			20030912005	PNR
PA31 350	3220	NOSE GEAR		FAILED	20030703016	PAC
PA31 350	3222	NLG HOUSING	4027300	CRACKED	20030730002	PNR
PA31 350	3230	LIG SELECTOR CABLE	554401	FRAYED	20030723002	ATL
PA31T	3211	WING RIB- ACTUATOR	5037707	CRACKED	20030806001	ONT
PA34 200	3210	MAIN GEAR		COLLAPSED	20030731006	QUE
PA34 200T	3231	MAIN LANDING GEAR	A6709010	CRACKED	20030729020	PNR
PA42	3250	STEERING SHAFT	70933003	CRACKED	20030926002	ONT
PA42	5310	WING LOCKER			20030708001	PAC
PA44 180	3221	TRUNNION	67054003	CRACKED	20030918004	ATL
REIMS AVIATION						
F182 Q	5312	BULKHEAD	07125033	CRACKED	20030915011	ONT
ROBINSON						
R44	7314	FUEL PUMP			20030715001	PNR
R44	7414	CONDENSER	10100615	DEFECTUEUX (INOP	20030826005	QUE
SAAB						
340B	3320	LAMP HOLDER	6500111	BURNT	20030730009	PNR
SHORT&HARLAND						
SC7 3	0000	WHEEL	AH42883	DAMAGED	20030905008	PNR
SIKORSKY						
S76A	2430	AIRCRAFT			20030918012	PNR
S76A	6710	ROD END	7625102701101	SHEARED	20030918006	QUE
SWEARINGEN						
SA226TC	2897	CANON PLUG	PT02E82P	BURNT	20030903017	PAC
SA226TC	3260	WIRE	120	BROKEN	20030711001	PNR
SA226TC	5230	RECEPTACLE	27200631	CRACKED	20030722005	PNR
SA226TC	5751	COUNTERWEIGHT	2734027001	TORN	20030714001	PNR
SA227AC	3251	STEERING ACTUATOR	2719087009	EXCESSIVE PLAY	20030825013	ONT

engines

ALLIED SIGNAL						
ALF-502L	7261	ENGINE OIL PUMP	NA		20030722003	QUE
ALLISON						
AE-3007A1	7250	LP TURBINE SHAFT	23074538	RUBBED/HEAT	20030718004	QUE
250-C20	7250	WHEEL BLADE 1ST STAGE	6886407	BROKEN	20030731003	ONT
250-C20	7323	TUBE	6870035	BROKEN	20030731012	PNR
250-C20B	7250	1ST STAGE NOZZLE	23031937	CRACKED	20030829002	PNR
250-C20B	7323	PT. GOVERNOR	252466715	INTERNAL FAILURE	20030722004	PNR
250-C20B	7900	CRUSH WASHER	MS9732019	MISSING	20030918001	PAC
250-C28B	7230	COMPRESSOR ASSEMBLY	6898607	FAILED	20030923005	ONT
250-C28B	7230	SCROLL	6895803	CRACKED	20030930006	PAC
250-C30S	7921	HYDRODYNAMIC COIL	23063372	TORN	20030725005	QUE
AVCO LYCOMING						
HIO-360-D1A	8500	ENGINE	H10360D1A	NO POWER	20030703013	QUE
IO-360-L2A	8011	STARTER	PM2401	BURNT	20030704003	ONT
LTIO-540-F2BD	8560	BEARING / SHAFT		SHEARED	20030724007	NCR
LTIO-540-J2BD	8520	CONECTING ROD		BROKEN	20030729006	ATL
O-235-L2C	8520	BOLT	STD705	UNSCREWED	20030731009	QUE
O-235-L2C	8530	PISTON	LW13623	FAILED	20030703007	ATL
O-320-B2C	7414	MAGNETO	106006141	FAILED	20030710003	ONT
O-320-B2C	7921	ENGINE OIL COOLER	20008A	LEAKING	20030703001	PNR
O-320-D2J	8530	PISTON	75089	CRACKED	20030813002	QUE
O-320-E2A	7414	IMPULSE COUPLING	SEIZED		20030828003	ONT
O-320-E2D	7120	ENGINE MOUNT	05510171	BROKEN	20030703002	PNR
O-320-E2D	7322	CARBURETOR	MA45PA	FAILED	20030729009	PNR
O-320-E2D	7810	MUFFLER	175400114	LEAKING	20030930008	PNR
O-320-E2D	8530	CAMSHAFT LIFTER SEAL	18840	WORN	20030806007	PAC
O-320-E3D	7321	FLOAT VALVE	233615	FAILED	20030825005	PAC
O-360-A1A	7322	CARBURETOR	1041641	LOOSE SCREWS	20030729011	PNR
[illegible]360-A4A	8530	EXHAUST VALVE	SA10204	SEPARATED	20030710001	PNR
O-360-A4M	8530	VALVE SPRING EXHAUST	L11795	BROKEN	20030827009	ONT
TIO-540-AJ1A	8550	OIL SEAL	STD213	LEAKING	20030703014	QUE
TIO-540-A2B	8530	STUD	381369679	BROKEN	20030924005	ATL
TIO-540-J2BD	7322	SENSE LINE HOSE	193F0004D0330	FAILED	20030709002	PNR
TIO-540-J2BD	8520	CRANKSHAFT	LW10346	SHEARED 2 PLACES	20030828006	PNR
TIO-540-J2BD	8520	ENGINE CASE		CRACK	20030903001	ATL
TIO-540-J2BD	8530	CYLINDER HOLD DOWN STUDS		BROKEN	20030922004	ATL
T5313B	7200	ACCESSORY DRIVEN	107010101	FAILED	20030912003	PAC
BOMBARDIER ROTAX						
912 S3	7810	EXHAUST PIPE	2500324	CRACKED	20030730003	PNR
CFM INTERNATIONAL						
CFM56-5A1	7810	ENGINE NOZZLE			20030826018	QUE
CFM56-5C4	7200	ENGINE			20030826006	QUE
CURTISS WRIGHT						
982C9HE2	8530	CYLINDER ASSY	CON008046305	SEPARATING	20030909001	PAC
982C9HE2	8550	ENGINE			20030826014	PAC
GARRETT						
TFE731-5BR	7250	LPT3 BLADE	3060690	FAILED	20030925001	ATL
TPE331-10UA	7321	FUEL CONTROL UNIT	8978017	FAILED	20030709008	PNR
TPE331-10UGR	7250	1ST T-WHEEL	31081642	FAILED	20030708006	PNR
TPE331-11U-611G	6114	PROP GOVERNOR	89741016	FAILED	20030702004	PAC
GENERAL ELECTRIC						
CT58-140-1	6310	ENGINE		FAILED	20030827006	PAC
PRATT & WHITNEY						
JFTD12A-4A	7320	FUEL PRESS &DUMP	58692	FAILED	20030702002	PAC
JT15D-4	7230	GAS GENERATOR CAP		CRACKED	20030707001	ATL
JT15D-4	7250	DEFLECTOR SEGMENT	311963101	CRACKED	20030716001	ONT
JT15D-4	7250	HP TURBINE BLADE	3026601	FRACTURED	20030828005	PAC
JT8D-15	7200	ENGINE			20030910003	PNR
JT8D-15A	7300	IGNITOR ASSEMBLY	AA725	FAULTY	20030718001	ONT
JT8D-219	4990	APU	GTC85-98DHF	FAILED	20030805007	QUE
JT8D-7B	7310	THRUST CABLE	BACC13AA3TSS8506	FRAYED	20030805004	PNR
JT8D-7B	7603	THRUST CABLE	BACC13AA3T566506	FRAYED	20030729012	PNR
JT8D-9A	2612	FIRE/OVRHEAT DETECTOR	UNKNOWN	CONTAMINATED	20030729010	PNR
JT8D-9A	7930	OIL PRESS TRANSMITTER	ST1042	FAILED	20030923001	ONT
PT6A-114A	7200	1ST STG PLANET GEAR		FRACTURED	20030725003	ONT
PT6A-114A	7250	RETAINING RING	3020159	MISSING	20030731013	ATL
PT6A-27	7230	CT BLADE	T102401	FRACTURED/FAILED	20030819002	PNR
PT6A-27	7230	TURBINE BLADE	3023401	FAILED	20030903003	PNR
PT6A-28	7250	ENGINE		FAILED	20030826017	ATL
PT6A-28	7314	HIGH PRESS. FUEL	025323101	FAILED	20030915009	PNR
PT6A-28	7810	EXHUAST DUCT		CRACKED	20030707003	ATL
PT6A-42	2600	FIRE DETECT PROBE	302158	FAILED	20030702003	PAC
PT6A-50	7210	ENGINE		FAILED	20030923006	ATL
PT6A-67D	7250	ENGINE		FAILED	20030704006	ATL
PT6T-3	7230	COMPRESSOR TURBINE	3031801	FRACTURED	20030731019	PAC
PT6T-3BG	7321	CLOSURE CAP		FRACTURED	20030926006	ONT
PW150A	7532	P2.2 BLEED VALVE			20030924004	ONT
PW4168	7830	FLOW WEB	73M200S035	TORN	20030723006	ONT
PW530A	7530	COMPRESSOR BLEED			20030818003	QUE
R-1340-S3H1	8530	SAME	15373	DAMAGED	20030813004	ONT
R-1340-S3H1-G	8520	LINK ROD ASSEMBLY	10992	BROKEN	20030904003	PNR
R-2000-6	8520	ENGINE			20030803001	PNR
R-2800-CB3	8530	CYLINDER	356995	CRACKED	20030826011	PAC
R-2800-CB3	8530	CYLINDER ASSEMBLY	356996	LOOSE	20030826012	PAC
R-2800-79	8530	EXHAUST VALVE			20030818005	PNR
R-985-AN-14B	8520	ENGINE		FAILED/SEIZED	2 SDRs	PNR
R-985-AN-14B	8530	CYLINDER ASSEMBLY	399353	BROKEN	20030731008	QUE
R-985-AN-14B	8530	CYLINDER STUDS	12081		2 SDRs	VAR
TWIN WASP D5	8530	STUD	127145	BROKEN	2 SDRs	PNR

MAKE/MODEL	ATA	PART NAME	PART NO.	PART CONDITION	SDR NO.	RGN
ROLLS ROYCE						
BR700-715A1-30	7300	ENGINE		BURNED	20030929001	NCR
DART 534-2	7210	GEARBOX	602070009	FAILED	20030731015	PNR
TELEDYNE CONTINENTAL						
IO-470-L	8530	PISTON ASSEMBLY	AEC648029	BROKEN	20030818001	PNR
IO-520-D	7313	FUEL LINE TO #4		PLUGGED	20030805002	PAC
IO-550-N	7280	OIL DIPSTICK	6521718	BROKEN	20030731007	QUE
O-200-A	8530	EXHAUST VALVE	654004	CORRODED	2 SDRs	ONT
O-470-K	8500	ENGINE		OUT OF TUNE	20030731001	ONT
O-470-K	8520	ENGINE		LEAKING	20030709003	ONT
O-470-R	7120	COUNTERWEIGHT BUSHINGS		WORN	20030709005	ONT
O-470-R	7120	ENGINE MOUNT		BROKEN	20030709004	ONT
TSIO-520-VB	8320	CRANKCASE		CRACKED	2 SDRs	QUE
TSIO-520-WB	7310	VALVE	6524323A1M	LEAKING	20030903007	ONT
TSIO-550-C	8530	EXHAUST VALVE		BROKEN	20030828002	PNR
TURBOMECA						
ARRIEL 1B	7200	MODULE 2 & 3			20030707005	QUE
ARRIEL 1B	7200	ROLLER BEARING	9606080705	DESTROYED	20030707004	QUE
WSK PZL KALISZ						
ASZ-62IR-M18	8510	VACUUM PUMP DRIVE		SCRAPPED	20030730008	PNR

propellers

HARTZELL						
BHC-C2YF-2CHUF	6110	LOW PITCH STOP	57A24041	STRIPPED	20030818004	PNR
HC-B3TN-3BY	0000	PROP RESET SWITCH	KX5116	SERVICABLE	20030925006	PAC
HC-C3YR-1RF	6114	BEARING	A2202	CRACKED	20030729008	PNR
HC-E3YR-2ATF	6114	PROP BLADES		LOOSE	20030806009	PNR
PHC-A3VF-2B	6110	CLAMPS	C83811	CORRODED	20030729001	PNR
MCCAULEY						
1A100/MCM6950	6111	FIXED PROPELLER		CORRODED	20030826009	ONT
3AF32C504C	6111	PROPELLER DE-ICE	P5855B5W	UNGLUED & RIPPED	20030703015	QUE
3AF32C93	6111	BLADES	S82NC55	SCRAPPED	2 SDRs	ONT
3AF32C93	6114	HUB UNIT	D7015	SCRAPPED	20030923002	ONT

MAKE/MODEL	ATA	PART NAME	PART NO.	PART CONDITION	SDR NO.	RGN
ABS						
101800257	3246	WHEEL HALF-OUT	101800259	CRACKED	20030718002	PNR
ACK						
E01	2562	BATTERIES		CORRODED	20030826008	ONT
AIR RESEARCH						
TPE3316	7310	FUEL SHUT-OFF	SO39423091	REPAIRED	2 SDRs	PNR
ARGOTECH						
378200	0000	FUEL PUMP	378200	OVERHEATED	20030930014	NCR
CESSNA						
1394T1007Z	2200	TURN COORDINATOR	1394T1007Z	FAILED	20030706002	PAC
CONT						
642067	8011	STARTER ADAPTER	640749	OFF-CENTRE	20030813001	ONT
ELECTROSYS						
DOFF10300J	2421	ROTOR	ES4145	WORN	20030723004	PNR
99105922	0000	STAND-BY ALTERNATOR			20030918005	PNR
FORD						
DOFF10300J	2434	ALTERNATOR	01085047		2 SDRs	VAR
GE						
2CM70D2	2421	GENERATOR	2CM70D2	BURNT	20030714002	PNR
SAFT						
234913	2400	CONNECTOR	103085	BURNED	20030730011	PNR
STRATOFLEX						
156E00512D	7311	OIL COOLER INLET	156E00512D0240	LEAKING	20030717004	PNR
UNKNOWN						
AMS43TSO	2300	CIRCUIT GROUNDS		FAILED	20030731014	PAC
YORK						
4785400	2100	CLUTCH ASSEMBLY	4633600	UNSERVICABLE	20030709009	PNR

equipment

LEGEND

ATA Air Transport Association number defining assembly/system/component

SDR NO. TCA assigned SDR control number - please quote in any correspondence or inquiries

RGN TCA region of SDR submitter:

PAC = Pacific, **PNR** = Prairie Northern,
ONT = Ontario, **QUE** = Quebec,
ATL = Atlantic, **NCR** = Ottawa (HQ),
VAR = more than one Region

feedback

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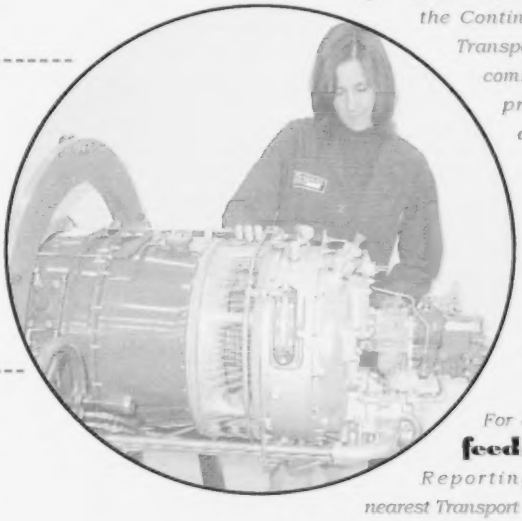

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